

**Portfolio Holder Decision  
North Warwickshire Borough  
Waiting Restrictions and On-street parking  
places Variation No. 3 (Electric Vehicles)  
Order 2021**

<b>Portfolio Holder</b>	Portfolio Holder for Transport and Planning – Cllr Jeff Clarke
<b>Date of decision</b>	12 March 2021
	Signed

**Decision taken**

That the Portfolio Holder for Transport and Planning approves the abandonment of the making of the below named Variation Order as advertised and consulted upon between 14 January 2021 and 5 February 2021: -

“The Warwickshire County Council (Borough of North Warwickshire) (Waiting Restrictions and On-street Parking Places) (Consolidation) (Variation No. 3 (Electric Vehicles)) Order 2021”

## Reasons for decisions

The Variation Order consulted upon comprised of the following proposals which are shown on the accompanying plans which can be found in Appendix B: -

**Proposed Parking Bays for All-Electric Vehicles or Plug-In Hybrid Vehicles**  
**(whilst connected to a Charge Point Only)**  
**(max. stay of 2 hours, no return within 4 hours)**

High Street, Coleshill

2 no. parking bays fronting 94-104 High Street, Coleshill. West side, from a point 122 metres south of the junction with Birmingham Road, southwards for a distance of 12 metres.

**Proposed Limited Waiting**  
**(Mon-Sat 8am to 6pm) (max. stay 2 hours, no return within 4 hours)**

High Street, Coleshill

West side, from a point 134 metres south of the junction with Birmingham Road, southwards for a distance of 23 metres. (Additional charge points will also be available for electric vehicles to use within these spaces.)

The proposed variation to the existing Order was intended to put in place two dedicated on-street parking bays for electric vehicles (including plug-in hybrid vehicles) and a further four bays intended for shared use between electric vehicles and fossil-fuel powered vehicles.

In order to facilitate uptake by electric vehicles and provide sufficient time for charging, it was proposed to increase the waiting restriction from one hour maximum to two hours, with no return in four hours. This would have allowed electric vehicle drivers to 'top-up' their cars while visiting high street shops and premises.

Most of the objections received focussed on the apparent 'loss' of two parking spaces on Coleshill High St, which already suffers from a perceived lack of parking availability. This perceived loss arises from having two spaces dedicated solely to electric vehicles in a location where electric vehicle uptake is currently low. Most objectors considered that charge point installation with parking use restricted to electric vehicles was not appropriate at the proposed location.

### **Comments in support of the advertised orders and notices**

None received

**Comments in opposition to the advertised orders and notices with officer's response**

Email Ref	Objections	Response
1	<p>Further to your letter regarding electrical vehicle parking spaces on Coleshill High Street, may I suggest that instead of stealing two parking spaces from a High Street that is already suffering from lack of parking, that you create two new parking spaces outside 'Books Revisited and Cafe on the Hill' 110 and 112 High Street?</p>	<p>The same number of parking spaces will be available.</p> <p>Two of the spaces will be available solely to drivers of electric vehicles whilst the remaining bays will be shared use between electric vehicles and fossil-fuel powered vehicles. This compromise provides an incentive for electric vehicle uptake without unduly penalising fossil-fuel powered car drivers.</p> <p>It is not possible to propose the removal of double yellow lines to create such new parking spaces, since these are in place primarily for safety reasons.</p>
2	<p>Some comments were made about general parking availability and abuse of existing waiting restrictions.</p> <p>In short, more car parking spaces are needed, and not taking 2 away for these charging points!!! If you are to proceed with the 2, may I suggest one outside BOOKS REVISITED and the t'other in The Town Hall Carpark?</p>	<p>Outside of scope of the current report.</p> <p>See response to 1 above.</p>
3	<p>Some comments were made about general parking availability.</p> <p>I, along with many others, agree that charging points need to be readily available, and we are all for reducing carbon footprint, doing our bit to help the environment, but maybe you should look at improving local</p>	<p>Out of scope of the current report.</p> <p>See response in 1 above.</p>

	<p>shopping communities, not taking up parking spaces from an already restricted parking area, enabling local communities to shop local, surely this would be beneficial for everyone?</p> <p>I would be really interested to know what made you think this was a good idea, why it needed to be on the High Street, and if there would be any possibility of not doing this in the prepossessed areas, and maybe even discussing further visitor parking.</p>	<p>High Street was chosen as an on-street location as it will increase awareness of electric vehicle charging infrastructure generally, encourage uptake of electric vehicles and provide an opportunity for drivers to top-up their vehicles while visiting local shops and premises.</p> <p>Off-street car parking locations have also been selected (by agreement with the District and Borough Councils) for charge point installation across Warwickshire.</p>
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**Recommendations**

It is recommended to abandon the making of the TRO as advertised and not to proceed with the installation of the electric vehicle chargepoints.

It is recommended that the Portfolio Holder for Transport and Planning approves the abandonment of “The Warwickshire County Council (Borough of North Warwickshire) (Waiting Restrictions and On-street Parking Places) (Consolidation) (Variation No. 3 (Electric Vehicles)) Order 2021”

**Members Comments**

No comments were received from the local member.

## Background information

- The statutory criteria for decisions on making Traffic Regulation Orders are included as **Appendix A**.
- Drawings showing published proposals for waiting restrictions are found in **Appendix B**.

## Financial implications

None. All TRO work was carried out with the existing 2020/21 CPE budget.

## Environmental implications

The making of the Variation Order as advertised and the installation of electric vehicle charge points was intended to have had a positive impact on local air quality. The widespread installation of electric vehicle charging infrastructure is a crucial first step towards encouraging the adoption of greener, more sustainable transport options. Electric vehicle uptake will make a positive contribution towards phasing out new fossil-fuel powered vehicles by 2030 and the aim of a carbon neutral UK by 2050.

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<b>Urgent matter?</b>	No
<b>Confidential or exempt?</b>	No
<b>Is the decision contrary to the budget and policy framework?</b>	No

## List of background papers

Redacted emails

## Members and officers consulted and informed

Portfolio Holder – Councillor Jeff Clarke

Corporate Board – N/A

Legal – Serena Cammish

Finance – Purnima Sherwood

Equality – Keira Rounsley

Democratic Services – Isabelle Moorhouse

Councillors – Golby, Shilton, Fradgley, Holland and Kondakor

Local Member(s): Cllr Colin Hayfield